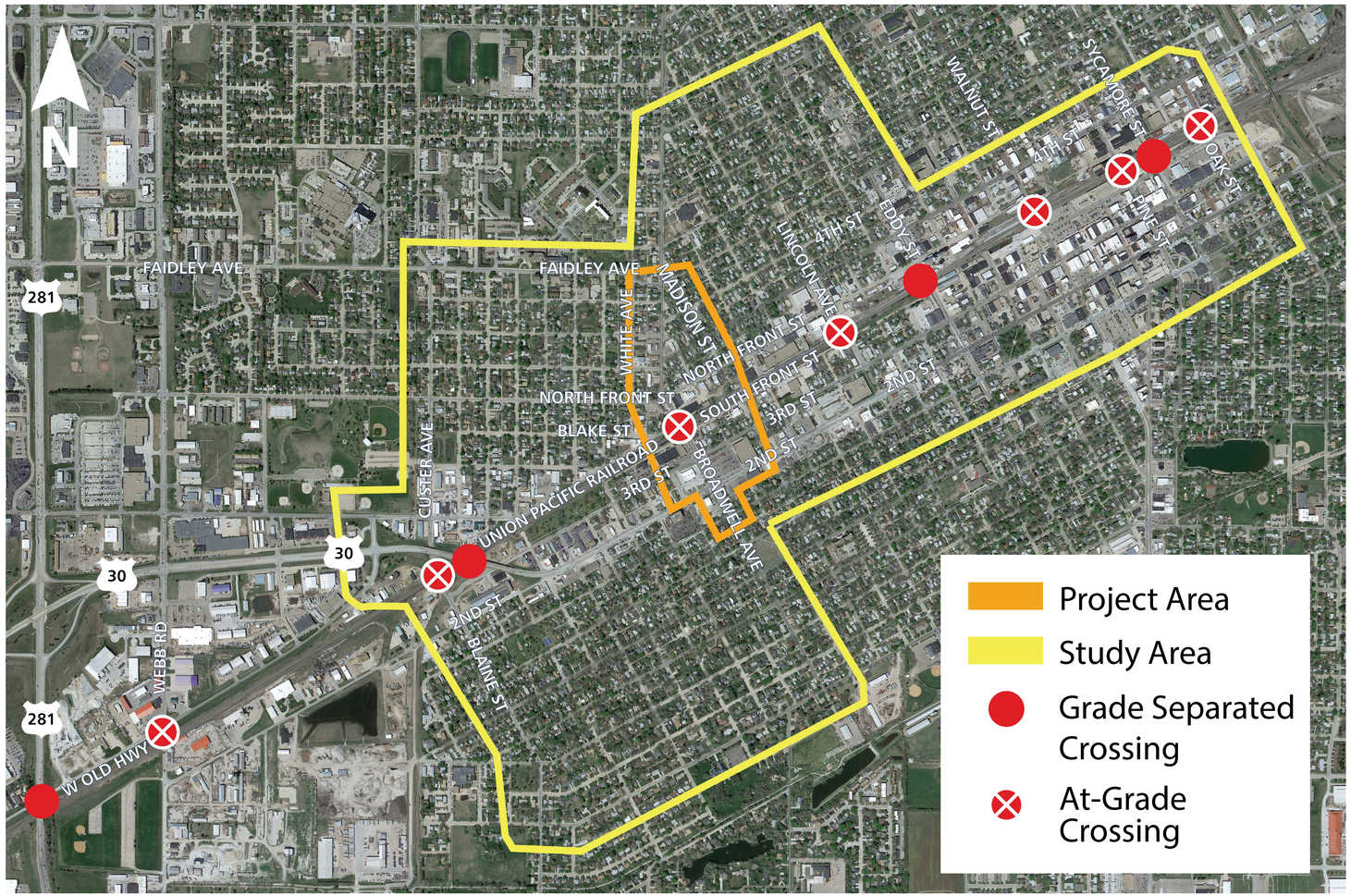
WELCOME!

The purpose of this meeting is to:

- Present the locally recommended alternative for the Broadwell Avenue & Union Pacific Railroad (UPRR) Crossing Planning and Environmental Linkages (PEL) Study (Study)
- Answer your questions and receive comments

PROJECT DESCRIPTION & LOCATION

The Study is evaluating options for the at-grade crossing near the existing Broadwell Avenue crossing north of 3rd Street. Broadwell Avenue is a north-south arterial roadway that serves as a principal connection between the north and south portions of the City.



The Project Area is the area that the study team considered to address the Project Purpose.

The Study Area encompasses a larger area that includes the potential detour route during construction as well as nearby at-grade crossings that may be closed as part of the project in order to qualify for state funding.

PROJECT PURPOSE

The purpose of the proposed improvements is to reduce:

- The potential for train-vehicle collisions
- Vehicle-vehicle collisions that result when vehicle traffic backs up while trains pass
- Traffic delays near the Broadwell Avenue and UPRR crossing

PROJECT NEED

The project need is based on:

Train-Vehicle and Vehicle-Vehicle Collisions

There have been 21 collisions that involved the railroad between 2015 and 2019. Only one was train-vehicle collision.

Exposure factor is used to quantify the potential for train-vehicle crashes at at-grade railroad crossings. The exposure factor at Broadwell Avenue is 1,143,900 and would increase with additional traffic. Crossings with an exposure factor greater than 50,000 are potentially eligible for grade separation funding.

Year	Average Daily Traffic	Trains per Day	Exposure Factor[1]
2019	12,300	93	1,143,900
2045	16,000	93[2]	1,488,000

1 Exposure factor is calculated by multiplying the average daily traffic by the average daily train traffic

2 Changes in train traffic are unknown and assumed to remain steady

PROJECT NEED

The project need is based on:

Traffic Delay

- Train events also affect traffic at the 2nd Street, 3rd Street, Old Lincoln Highway, North Front Street and 4th Street intersections along Broadwell Avenue.
  - Train events cause traffic to backup into adjacent intersections, blocking cross traffic
  - After train events it can take two to four traffic signal cycles for the system to return to normal traffic operations
  - Traffic backups can lead to vehicle-vehicle crashes
- Traffic stopped on southbound Broadwell Avenue at 3rd Street can backup across the railroad tracks with some drivers stopping on the tracks.

WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY?

A PEL study represents a collaborative and integrated approach to transportation decision-making that:

1. Considers environmental, community, and economic goals early in the transportation process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process

This Study will use PEL principles to provide a smooth transition to future phases of this Project.

POTENTIAL BUILD ALTERNATIVES

The Study team evaluated four Build Alternatives for further review. A No Build alternative was also reviewed as a baseline comparison to the four alternatives as required by the National Environmental Policy Act (NEPA).

- Alternative A - Two-Lane Overpass
- Alternative B - Three-Lane Overpass
- Alternative C - Four-Lane Overpass
- Alternative D - Two-Lane Overpass with Embankment

All of the Build Alternatives would include closure of an additional at-grade UPRR crossing.

INITIAL CONCEPT SCREENING

Three improvement concepts were identified and evaluated to determine if they would address the Project Purpose & Need and are reasonable to develop further. Concepts that do not meet Purpose & Need were eliminated. Concepts that do meet Purpose & Need were either recommended for further development or not recommended based on preliminary analysis.

At-Grade Crossing Concepts

- At-grade crossing concepts would have the potential to reduce traffic delays and associated costs but they would not reduce potential for train-vehicle collisions and vehicle-vehicle collisions. Therefore at-grade crossing concepts were ELIMINATED.

Underpass Concepts

- Underpass concepts would have the potential to reduce traffic delays and associated costs and would have the potential to reduce train-vehicle collisions and vehicle-vehicle collisions.
  However, underpasses are prone to flooding, rendering them unusable during rain events. Additionally, underpasses require substantial ongoing maintenance and would hinder UPRR's ability for future expansion. Therefore, underpass concepts were NOT RECOMMENDED FOR FURTHER DEVELOPMENT.

Overpass Concepts

- Overpass concepts would have the potential to reduce traffic delays and associated costs and would have the potential to reduce train-vehicle collisions and vehicle-vehicle collisions. Therefore, overpass concepts were RECOMMENDED FOR FURTHER DEVELOPMENT.

EVALUATION CRITERIA

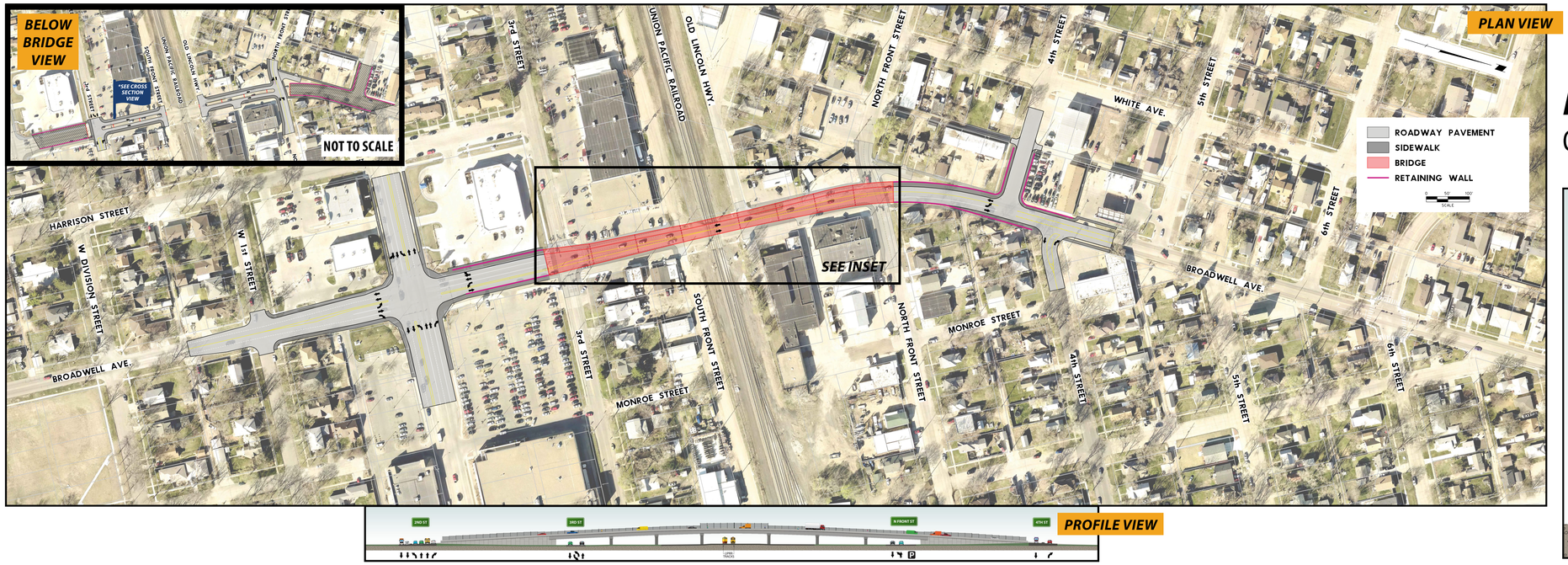
The alternatives were analyzed with consideration of the following:

	ALTERNATIVES				
	No-Build	**A**	**B**	**C**	**D**
PROJECT BENEFITS					
Potential to reduce train-vehicle and vehicle-vehicle collisions					
Potential to reduce traffic delays during and after train events					
PROJECT IMPACTS					
Potential to impact private properties					
Potential to impact the natural environment					
Potential to encounter regulated materials					
Potential to impact historic properties					
PROJECT COSTS					
Planning level cost estimate (in millions)	$0	$25	$31	$36	$26

LOWEST SCORE *HIGHEST SCORE*

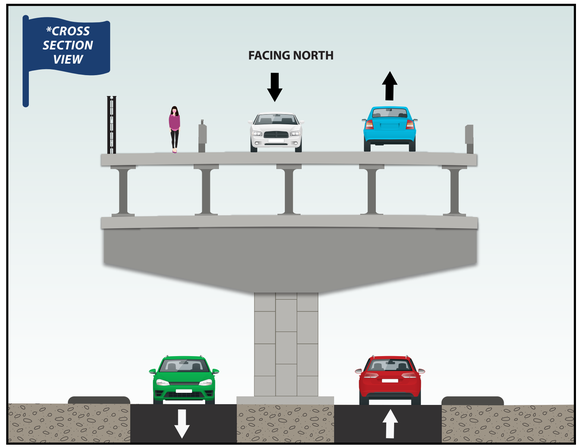
LOCALLY RECOMMENDED ALTERNATIVE

Alternative A – Two-Lane Overpass is the locally recommended alternative because a two-lane viaduct would have a smaller footprint and thus would have the lowest impact on adjacent private properties as well as the lowest estimated cost. This alternative involves the construction of a two-lane viaduct from 3rd street to North Front Street. The number of lanes on Alternative A is sufficient to carry future traffic.



ALTERNATIVE A – Two-Lane Overpass

CONCEPTUAL – NOT TO SCALE



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ADDITIONAL AT-GRADE STREET CLOSURE

To qualify for state funding assistance, all Build Alternatives would include the closure of a second at-grade crossing. The following crossings are being considered for closure:

- **Blaine Street/ Custer Avenue**
- **Lincoln Avenue**
- **Walnut Street**
- **Pine Street**
- **Oak Street**

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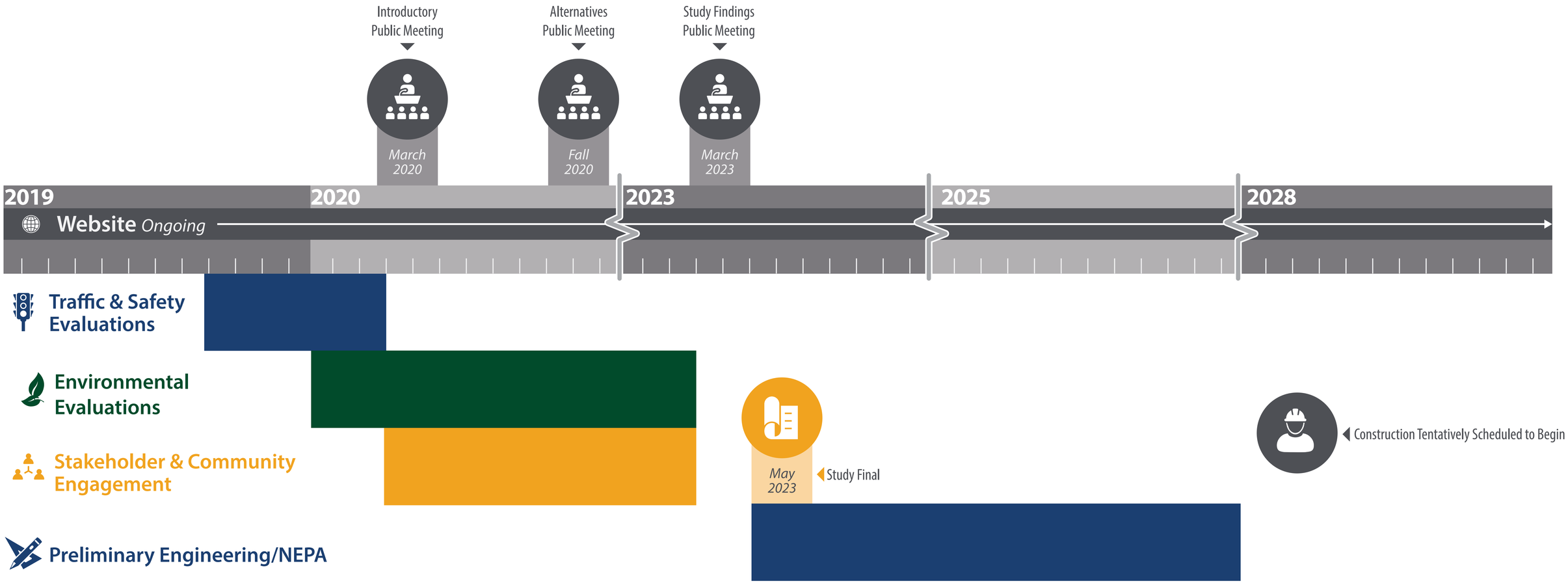
PROJECT SCHEDULE



Schedule subject to change

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NEXT STEPS

Following this public meeting, the Study team will:

- Review public feedback on the draft Study.
- Finalize the Study.
- Begin preliminary engineering and prepare detailed environmental documentation to satisfy the National Environmental Policy Act (NEPA). This phase would be led by the Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA).